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No. 17092

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日九初月正年丑癸

HONGKONG, FRIDAY, FEBRUARY 14TH, 1913.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No communications should be accepted which have already appeared in other papers or will be inserted.

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The Daily Press.

HONGKONG, FEBRUARY 14TH, 1913.

A MONTH ago, when it was telegraphically reported that by order of the Governor of the province of Honan a woman opium smoker was publicly executed as a common criminal, we quoted further instances of the kind from the news supplied to the Press of the world by the anti-opium society, known as the International Reform Bureau, and we took occasion to point out that these outrages had been committed in open disregard by provincial officials of a recent national law which prescribed the penalties for such offences. We are interested to note from mail papers to hand that the Peking Correspondent of the London Daily Telegraph, in calling a report of one of these executions, added the comment that this sensational act had raised anew the great problem: Is there to-day any government in China, and if so, what law really rules? He added:

Foreign students in Peking now generally agree.

First, that the employment of the term "Republic" is a grave misnomer, since, though its general acceptance has been assumed, and a year has elapsed since the Manchurian abdication, no national convention has assembled, and no organic laws fully defining local and national powers have been agreed, voted, promulgated, and accepted.

Secondly, that the commission imperially entrusted to Yuan Shih-kai by the abdication edict to "organise with full powers a provisional Government, forming thereafter one great Republic of China, by the union of the various peoples" has not been carried out.

Thirdly, that though the so-called National Council has passed many laws, the President promulgating the same, these are virtually dead letters, while the Council is now sunk so low that no quorum is obtainable, and it has no further capacity even to play at law-making.

Fourthly, that no reasonable grounds exist for supposing that even if a relatively complete Parliament assembled in the spring the position will be any better.

Fifthly, and finally, that no international recognition is possible or advisable until the union of China, preceded by expert commission work, such as was seen in South Africa, has been defined, and the central and local powers have secured proper provincial assent.

This indictment of the present provisional Government is a heavy one, and, as the correspondent remarks, it is by no means exhaustive. "Everywhere one turns," he adds, "the political conditions are unedifying and disconcerting, from the President, an office which is simply a glorified vice-regal Yamen, crowded with office-seekers, down to the district collectors, who bully the peasantry. Chinese friends—mark well that I say 'Chinese'—daily inform me that corruption is rife to-day that it was under the late dynasty, and that though a new sense of freedom undoubtedly exists owing to the abolition of the super-imposed Manchurian system, all know that the gulf separating national idealism from national unity has not been bridged." Taking this view of the situation, the correspondent declares emphatically that the time has arrived for terminating "the present amateur régime," which, he says, is fraught with great dangers and forms the real reason why disruptive foreign action is so ominous. It is true that it is impossible to feel satisfied with the situation, but if "the present amateur régime" be terminated, what is to take its place? It is all very well to say that a grave duty devolves upon the foreign Powers devoted to the integrity of China; that "it is no longer a question of withholding recognition in the terms proposed by the British Tibetan Note, but of acquainting the Peking Government with the impossibility of acknowledging any sovereign rights whatsoever until the nation resumes its former unity."

Granting, for the moment, that there is less unity than formerly, what means does Mr. PUTNAM WEALE imagine would bring about that unity in the nation which he deems essential before any sovereign rights can be acknowledged? We think it must be allowed that if the nation be so disunited as is alleged above, the peace is wonderfully well preserved. No sudden overthrow of the existing régime—"amateur" though it may be—would be likely to bring about greater unity than now exists. Alarmist reports appear in the Northern Chinese Press from time to time suggesting that the South remains antagonistic to the North, but what basis in fact there is for these reports seems to be extremely slender. Quite recently Peking has been alarmed by a report that renewed efforts are being made to get the capital transferred to Nanking, and this was taken to indicate a want of unanimity in the desire to support the Central Government. Reuters's correspondent in Peking, about three weeks ago, wrote that the belief that a want of unanimity between the Central Government and the provinces really exists has probably been one of the main factors in delaying foreign recognition of the Republic and in encouraging neighbouring Powers to strengthen their policies in bordering districts. Hence, he said, it is generally contended by Chinese circles in Peking that the South ought to sink all questions calculated to revive party strife, and that it ought to assist the present Government, which possesses the confidence of the Powers to a very great extent, with a view to restoring confidence in China.

Southern papers have given to such reports an unqualified contradiction. There are those who would welcome the removal of the capital to Nanking as being more central, but it is declared that the transfer is no longer agitated by the great political parties, and that any reports to the contrary are purely mischievous. For our part we see no indications of any serious rupture between the South and the North, and we can see no way in which greater political unity is to be achieved than now obtains, except by a growing recognition on the part of the leaders of public opinion that, for some years to come, greater latitude must be allowed to the President than is consistent with the principles of republicanism. Many of President YUAN SHIH-KAI's actions have been already denounced as dictatorial, but it is obvious to all careful students of the situation that full-blown Republicanism in China can only follow upon some years of rule by a benevolent autocracy. China is a Republic only in name. She has acquired the constitution, and has yet to learn how to work it. This political education will not be gained in a hurry.

The French Mail of the 14th January was delivered in London on the 12th February.

The ball to be given by the Sergeants' Mess of the D.C.L.I. on the 18th inst. will take place in the R.E. Theatre, and not in Mount Austin Theatre as at first arranged.

Those who are interested in the "manly art" in Hongkong will doubtless note with interest the advertisement which appears in another page setting forth the big championship programme which has been arranged to take place on Saturday at the City Hall, the promoters being Harry Kelly and F. E. Hall.

The engagement is announced of Mr. A. D. Blackburn, of H.B.M.'s Legation to Miss Isabelle Piry. Mr. H. J. Harding, of H.B.M.'s Consular Service, has arrived in Peking to join the Chinese Secretariat of the British Legation. Mr. A. D. Blackburn is to be transferred to Foochow and will leave for his new post shortly.

Our Macao correspondent writes that the funeral of Mr. Luiz Filippi do Rosario, the last of the 36 heretics of Passaleao, who died on Tuesday at the age of 90, was largely attended. H.E. the Governor had invited the public officials and military officers to attend the funeral; the members of the Senado were there in a body, and there was a large attendance of the general public.

"A defence of Shylock" was the title of a lecture delivered by Mr. James Young to a good audience in the Y.M.C.A. Rooms last night. Mr. Young, who has acquired a considerable reputation in America as a Shakespearean lecturer, interested his hearers by his representation of Shylock, whom he regarded as something other than a mean revengeful Jew, and asserted that he compared favourably with the other characters in the play.

LOCAL SPORT.

CRICKET.

The following have been selected to represent the Hongkong Cricket Club versus the Garrison to-morrow on the Hongkong Cricket Ground, play commencing at 2 p.m.:—R. Hancock (Capt.), B. N. Anderson, A. A. Claxton, S. H. Dodwell, A. C. E. Elborough, J. S. Lloyd, M. M. Maas, T. E. Pearce, R. P. Thursfield, W. C. D. Turner and W. E. Warburton.

RUGBY FOOTBALL.

CLUB F. NAVY.

The above teams are due to meet to-morrow in the second round of the rugby competition and an exceedingly keen struggle should result when so much depends on the decision. If the Club win they will retain the trophy, while if the Navy win they will tie with the Club, and the relative games versus the Army will then decide the destination of the Cup. Although the Club won the last encounter, the game was very keen indeed, and was a duel between the Navy forwards and the Club backs. As the Navy will have a stronger side to-morrow and the Club lack the services of Clark and Claxton, the issue is very doubtful. The following have been selected to play for the Club:—Back, T. E. S. Robson; Three-quarters: B. Chapman, V. M. Grayburn, H. S. Rouse, P. Linton; Half-backs: A. Murdoch, S. B. P. McEldeery, A. F. Deane, T. J. Fisher, D. Walker, H. G. Hegarty, R. M. Austin, C. C. Stark. (Captain.)

FAR EASTERN DIVORCE CASE.

MARSHALL V. MARSHALL AND BROWN.

The following appears among the law cases reported in *The Times* of the 21st ult.:

This was the petition of Frederick Brougham Marshall for the dissolution of his marriage with Violet Marshall on the ground of her adultery with Commander Clifton Brown, R.N.

Mr. Barnard, K.C. (with whom was Mr. R. M. Middleton), said that the parties were married on February 25, 1895, at the British Consulate, Foochow, and lived together at Formosa and in London, and there was no issue of the marriage. The petitioner was a merchant trading in China and Japan, and lived happily with his wife until 1900. In that year the Boxer rising took place, and the co-respondent arrived in China in one of His Majesty's ships and made the acquaintance of the petitioner and the respondent. The respondent and petitioner visited England, and in 1900 were again in the East. In 1907 the petitioner in the course of his business had to proceed to a tea estate, where it was not convenient for the respondent to go, and consequently she returned to England. In December, 1909, petitioner joined her at an address in Drayton Court, London, and in February, 1909, he again returned to Japan and allowed her at first £100 a month and later half that sum. After July, 1911, he had ceased to hear from her. In January and March, 1912, he received two anonymous letters. He consulted his solicitors in Shanghai, and they in turn instructed their agents, Messrs. Indermaur and Brown. Inquiries were made, and he (the learned counsel) would call evidence to prove that the co-respondent was a constant visitor to the address in Drayton Court in May, 1909, staying there sometimes until 5 a.m., and had been seen in the respondent's bedroom. Evidence in support of the petition having been given.

The learned President pronounced a decree nisi, with costs.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE BALKAN WAR.

CONDITIONS OF INTERVENTION.

Reuters learns that Tewfik Pasha some days ago asked the Powers to intervene in the interests of peace, but was told that until Turkey submitted proposals which were likely to be acceptable intervention was impossible.

It is believed that Hakkı Pasha is the bearer of fresh proposals.

THE SIEGE OF ADRIANOPLE.

A message from Constantinople reports that a violent cannonade continued all day on Wednesday at Adrianople, and Bulgarian aeroplanes dropped bombs into the city.

FIGHTING AT GALLI POLI.

Heavy fighting took place in the Gallipoli peninsula, but there are no details to hand.

THE BATTLE OF BULAIR.

It is officially declared in Constantinople that the Turkish losses at Bulair did not exceed 800. The Bulgarians did not gain an inch and only held their ground by fortifying their positions.

THE BULGARIAN-ROUMANIAN COMPROMISE.

A Bukharest telegram says it is understood that Bulgarian has offered Roumania further concessions on the Black Sea coast, and that Roumania has abandoned her claims to Silistria.

THE REVOLT IN MEXICO.

LONDON, February 13th.

A telegram from Mexico City states that the seven hours' battle proved indecisive. The casualties numbered 1,000. An amazing incident in the battle was cavalry charging a rebel battery. They were mowed down and almost wiped out.

A later message states that fighting was resumed on Wednesday morning. The rebels fired in the direction of the British Legation, near which a Federal battery was stationed. Heavy guns hurled shell and shrapnel into the business quarter.

THE INHUMAN FIGHTING AT MEXICO CITY.

The Diplomatic Body in Mexico have strongly protested to both President Madero and General Diaz against the barbarous and inhuman fighting, and requested them to arrange an armistice. Both returned evasive replies.

AMERICAN PREPARATIONS.

Reuters's correspondent at Washington wires that the United States are sending three additional warships to Mexico. Transports and troops are in readiness to protect Americans and foreigners.

The United States is sending four Dreadnought cruisers to Vera Cruz, and two cruisers to the Pacific coast. As communication between Washington and the Embassy in Mexico was interrupted yesterday, the Administration may be compelled to change its policy and send a naval expedition to open up communications.

THE JAPANESE POLITICAL CRISIS.

Tokyo, February 13th.

Marquis Yamamoto's acceptance of the Coalition Premiership registers an advance in the political education of the nation and the downfall of the influence of the Elder Statesmen, as well as a diminution of the prestige of the Crown.

THE MARCONI INQUIRY.

LONDON, February 13th.

Mr. Maxse, the editor of the *National Review*, which has strongly attacked the Marconi contract, was cross-examined at the Marconi Inquiry, and refused to name his informants. The Committee reported Mr. Maxse to the Speaker of the House.

TIBET SEEKS INDEPENDENCE.

LONDON, February 13th.

It is reported from St. Petersburg that the Buriat Djordjeff says he is going to London. He says that he has been charged to inform Russia and Great Britain of the independence of Tibet and to ascertain their attitude thereon.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

THE POLAR TRAGEDY.

STATEMENT BY THE COMMANDER OF THE "TERRA NOVA."

LONDON, February 13th.

A cable from Christchurch reports the arrival of the *Terra Nova* at Lyttelton.

Commander Evans, interviewed, said the gallantry of Captain Scott and his companions had never been surpassed. When steering around Cape Evans they arranged to give Captain Scott and his companions an ovation. They had brought up luxuries and steamed in with colours flying. A large party on shore cheered. The ship's company responded, but not seeing Captain Scott, Commander Evans shouted, "Are you all well?" He then learned the fate of the party.

The total distance covered by Captain Scott's party to the Pole and back was 1,842 miles, and they should have returned to Hut Point on March 10th, but their last message narrated their misfortunes, which it was impossible to overcome.

The *Terra Nova* brought every record of the Southern party, including the private diaries. These will be handed to the relatives.

Captain Scott kept a daily record until March 24th, and spent his last day in writing a message to the public.

The bodies could have been brought back, but all hands agreed that it was better to leave them in the white mantle where they worked and died.

Commander Evans was disinclined to speak in connection with the tragic side of the expedition and did not allow his fellow officers any latitude in this direction.

The motor sledges frequently broke down.

Commander Evans will complete Captain Scott's story, which will be published in book form.

All on board the *Terra Nova* look healthy and show no outward signs of the hardships suffered.

FUNDS OPENED.

It is proposed that the fund for the dependents of Captain Scott should be a national fund, while the Mansion House Fund, which was to be opened on Thursday night, should be for the erection of a memorial to Captain Scott and his comrades. The newspapers have also started funds.

AUSTRALIAN FUNDS.

The Lord Mayor of Sydney has opened a fund for the dependents of the victims of the South Pole tragedy.

The *Adelaide Register* has started a Shilling Fund for the dependents of Captain Scott and his comrades, and a Penny Fund for Captain Scott's child, the proceeds of this latter fund to be invested in South Australian bonds; the interest paid to Mrs. Scott on the child's birthdays, and the principal being handed to him on his attaining his majority.

DIPLOMATIC CHANGES.

LONDON, February 13th.

Herr P. von Buri, German Consul General at Shanghai, has been appointed Minister to Bangkok.

BOXING.

LONDON, February 13th.

A Paris telegram reports that in a boxing contest Carpentier knocked out Bandman Like in the second round.

SHELL GROUP DEVELOPMENTS.

A little over a month ago the "Flower" Motor Ship Company (Limited) was registered, with a capital of £1,000,000 in 21 shares, by the chairman of the Shell Line, his brother, and other signatories. We now learn, says a London paper, that all the capital has been privately subscribed, and that no issue will be made to the public. The objects are to carry on the business of shipowners and brokers, managers of shipping property, carriers of passengers and goods, etc., and to adopt agreements with Sir Marcus Samuel and Messrs. M. Samuel & Co.

THE ADVANCE IN OIL PRICES.

The Standard Oil Company of New York has issued a statement explaining that the higher level of oil prices is due to the world-wide increase in the demand for petroleum products, especially gasoline; to the steadily diminishing production of those quantities of crude oil, from which illuminating oil and gasoline are commercially derivable; and to the steady encroachment made upon surplus stocks on hand.

TELEGRAMS.

[THROUGH REUTERS' AGENCY.]

DEATH OF SIR JOHN CARRINGTON.

LONDON, February 13th.

The death is announced of Sir John Carrington, formerly Chief Justice of Hongkong.

[Sir John Carrington retired from the Chief Justiceship of Hongkong on April 1st, 1902, and has since enjoyed a pension from this Colony of \$2,437.50 a year. During the five years Sir John showed a broad grasp of law and that independence, impartiality and integrity which are among the highest attributes of the Judicial Bench. He did much to bring the local enactments up to date, and brought out a new edition of the laws of the Colony in a handy form which has been a great convenience and benefit alike to the legal community and the Colony generally. Sir John took a very keen interest in the Volunteer Corps, which he commanded from 1886 down to the time of his retirement, and when he left the Colony in 1901, the Corps gave him a fitting farewell. There are many in the Colony who remember Sir John Carrington with affection, and they will deeply regret to learn of his death. He was 66 years of age.]

SAINT JOHN'S CATHEDRAL.

The Hon. Treasurer of Saint John's Cathedral (Dr. Francis Clark) desires to acknowledge, with grateful thanks, the receipt of the following contributions to the Cathedral Endowment Fund. It has been agreed that the salary of an Assistant Chaplain shall be a first charge on the interest accruing from this fund, and as this will not at present exceed some \$750 per annum, further contributions are earnestly desired in order that the Church Body may be in a position to secure the entire services of a second Chaplain, for whom there is ample work.

The thanks of the community are especially due to Sir Paul Chater for his efforts in personally raising the greater part of this fund.

Anonymous	\$1,200.00
H.E. Sir Henry May	1,000.00
A. Bryer, Esq.	1,000.00
Messrs. Butterfield & Swire	1,000.00
Sir Paul Chater	1,000.00
Hongkong and Shanghai Bank	1,000.00
Messrs. Jardine, Matheson & Co.	1,000.00
Union Insurance Society	1,000.00
Chong Chuan Severn	750.00
Chartered Bank	500.00
Sir Thomas Jackson	500.00
Hon. Mr. E. Osborne	500.00
Hon. Mr. C. H. Ross	500.00
M. J. D. Stephens, Esq.	500.00
Messrs. Bradley & Co.	250.00
Messrs. Deacon, Looker & Deacon	250.00
Messrs. Gilman & Co.	250.00
T. F. Hough, Esq.	250.00
Hon. Mr. H. E. Pollock, K.C.	250.00
Hon. Mr. Sir W. Rees Davies	250.00
Messrs. Reiss & Co.	250.00
N. J. Stahl, Esq.	250.00
Messrs. Shawan & Tones	250.00
Messrs. Linstead & Davis	150.00
Messrs. Stedman, Harston & Marriott	150.00
Messrs. Wilkinson & Grist	150.00
Hon. Mr. J. A. S. Bucknill, K.C.	100.00
G. T. Edkins, Esq.	100.00
Messrs. Evans & Harston	100.00
Messrs. Johnson, Stokes & Master	100.00
J. W. Noble, Esq.	100.00
The Bishop of Victoria	75.00
Sir William Goodman	50.00
B. L. Bowley, Esq.	25.00
Dr. Francis Clark	25.00
C. W. Dickson, Esq.	25.00
W. G. Humphreys, Esq.	25.00
F. C. Macdonald, Esq.	25.00
D. K. Moss, Esq.	25.00
A. B. Rouse, Esq.	25.00
John Hastings, Esq. (41 St. Ed.)	12.18
	\$14,962.18

* (Absent—not yet paid.)

The account also shows interest to the amount of \$52.44.

THE CHINESE LOAN.

THE PROBLEM OF THE OPIUM STOCKS.

In the House of Commons on the 20th ult.

Mr. Ginnell (Westmeath, N., Nat.) asked the Secretary for Foreign Affairs if he was now in a position to state substantially the terms of the proposed loan of £25,000,000 to China by the Six-Power Group; whether they included or in any way depended on the payment by China of £10,000,000 or any other sum for the opium rent by Indian speculators to Shanghai against China's protests, against China's interests, and against the successful efforts of the Chinese Government to stamp out the opium vice; and whether China's refusal to submit to payment for this article, which she did not want, had been one of the difficulties in arranging loans.

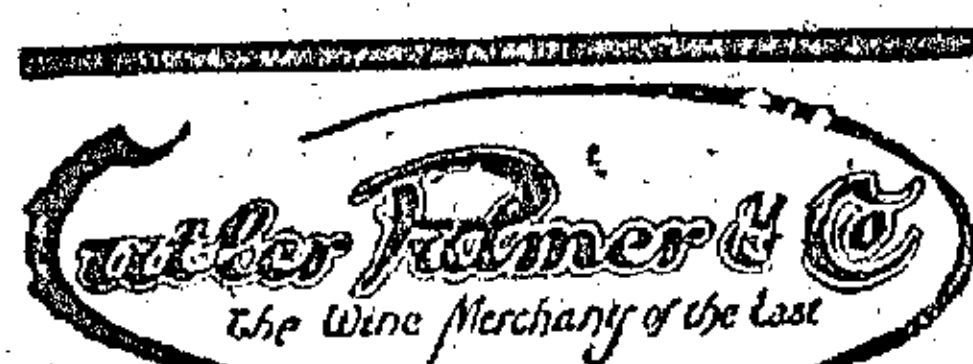
Mr. Acland (Cornwall, Cambrorne, Min.), who replied, said:—The answer to all parts of the question is in the negative. Mr. Ginnell.—Does not the British Government insist on China paying for opium she does not want?

Mr. Acland.—The suggestion is perfectly untrue, and, if I may say so, unworthy. (Hear, hear.)

Mr. Ginnell.—May we assume that none of the money is to go to paying for opium?

Mr. Acland.—No condition at all with regard to opium is attached to the loan. Mr. Ginnell.—Does the British Foreign Office not insist on China paying for this opium?

Mr. Acland.—No, sir. There is nothing about opium in the loan at all.



**NAPIER
JOHNSTONE'S**

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

ONCE USED ALWAYS USED

The Dalli
For Household Use.—Tons it is the best, most simple, and most comfortable way of ironing. Independent of stove and gas, it can be used anywhere. Non-inflammable, it is safe from fire. No risk from fire. Healthier and than any other iron. For light work and travelling only, the "DALLINETTE," a smaller "Dalli." For general household work use the "Dalli." Having a large ironing surface, and greater heating capacity every description of ironing can be done with it.

Stocked by The Sincere Co., Ltd., 120, Des Voeux Rd., and Queens' Rd., Central, Hong Kong. Agents of household ironing.

Overcome Your Doubt

Don't hesitate to put your faith in the world famous Beccham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

Beccham's Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food; will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beccham's Pills. They will without a doubt promptly

**Cure
And Convince.**

Sold in boxes, price 2s. 11s. & 21s.

CHAPOTEAU'S MORRHUOL



Superior to Emulsions or Cod Liver oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules. Sold by all Chemists.

SHIPPING NOTES.

The French steamer *Binh Thuan*, 1,799 tons, Capt. D. Varaine, has been transferred to the Dairen Steamship Co.

The Amagasaki Maru, 3,686 tons, formerly the *Cormick*, has been purchased by the Linotung Steamship Co., Dairen.

The Norwegian steamer *Fri*, 1,376 tons gross, purchased by Messrs. Chingkee & Co., of Chefoo, for 120,000 yen, has been rechristened the *Folec*. The *Folec*, Capt. Z. Masaki, is wholly manned by Japanese officers. She will be placed on the Company's Dairen-Shantung steamer service until further notice.

The demand for foreign steamers seems to continue unabated in Japan. A recent report states that six Kobe shipowners have contracted for the purchase of eleven foreign steamers, aggregating about 50,000 tons. Delivery is to be taken this month. Most of these steamers are being registered at Dairen. At the end of January it was stated that 40 steamers, aggregating 60,000 tons, had been registered at Dairen.

In a return issued last month the Liverpool Underwriters' Association estimates the total cost of casualties representing claims for £10,000 and upwards during the past year at £4,000,000. Of this amount £3,705,000 was represented by casualties to steamships and £355,000 by casualties to sailing ships. The total estimated loss compares with losses of £5,140,000 in 1911 and £6,217,000 in 1910. The total loss caused by the more important casualties during the past five years is estimated at £29,338,000.

The preliminary report of the Hamburg-American Line was submitted to the directors on January 20th. The gross profits amounted to about £2,825,000, as compared with about £2,190,000 in 1911. After deduction of interest on Debentures there will remain a profit of £2,675,000, as compared with £2,500,000 in 1911. The dividend will be 10 per cent., as compared with 9 per cent. a year ago, and a balance of £1,900,000 will be devoted to the writing-off and the reserve funds, as compared with £1,450,000 at the end of 1911. Expenditure on new construction and purchases in 1912 was £2,400,000. The Board looked for a dividend of 11 per cent., as in the "record" year 1905, but seems to be well content with the policy adopted. The directors say in their preliminary report that the large addition to the reserves is due to the uneasiness which is still caused by the political situation and also by the necessity of providing means to fight, if necessary, the new competition. The reference is to the new emigrant line of the Canadian Pacific from Trieste to Canada.

THE STRANDING OF THE "DELHI"

SECRETARY OF STATE FOR INDIA P. PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

An *ex parte* application was made in the High Court of Justice last month for leave to appeal against an order of Mr. Justice Scrutton's refusing to make an order for further discovery of documents. Mr. Lewis Noad, who appeared for the applicant, the Secretary of State for India, said that the matter arose in an action brought by the applicant against the above-mentioned company in respect of the loss of some cases and casks of merchandise through the negligent stranding of the steamship *Delhi*.

The company's defence was that the stranding was due to perils of the sea. The company had delivered three lists of documents, but it had appeared in the course of the Board of Trade inquiry that the captain of the steamship *Delhi* had steered the same course as on a preceding voyage and corrected his compass from the corrections made on the preceding voyage and entered in the log-book. The applicant was entitled to have that log-book produced as well as other important documents, which had not been disclosed.

Lord Justice Hamilton asked whether there was anything to make the log-book of a preceding voyage a material document. Mr. Lewis Noad submitted that there was. Mr. Justice Scrutton had not stated his reasons for refusing the application, and he had also refused leave to appeal. The Master of the Rolls said they would like the opportunity of seeing Mr. Justice Scrutton, and that the case had better be mentioned again at 2 p.m.

When the case was mentioned at 2 p.m., Lord Justice Hamilton intimated that he had seen Mr. Justice Scrutton and that the Court saw no ground for granting the application.

"BUNKERED"

Though only in his fourteenth year, the boy, as he stepped into the witness-box, did so with an air of assurance and appeared to realise his responsibility. The presiding magistrate glanced over the gold-rimmed spectacles at the wide-awake lad, and was favourably impressed by his appearance. "You are very young to give evidence," he said. "Do you understand the nature of an oath?" The boy looked at the magistrate in undeniable astonishment, then smilingly replied: "I rather think so. Ye dinna seem to recognise me, sir. I'm your caddie."—*World of Golf*.

WM. POWELL, LTD.

TELEPHONE 346

GO-CARTS

ENGLISH AND AMERICAN MAKES.

MAROON. BLACK. GREEN. NAVY.

BABY CARRIAGES.

REED AND WOOD BODIES.

WILLIAM POWELL, LTD.

THE MANCHURIAN BEAN TRADE.

A FLEET OF EXPORT STEAMERS.

The following steamers were expected at Dairen in quick succession, in order to take in cargoes of staple produce, amounting to almost 350,000 piculs:—

Steamer	Tonnage	Destination
<i>Goldenfels</i>	1,000 tons	Hamburg
<i>Liang Chow</i>	30,000 p's	Yokohama
<i>Saitou</i>	600 tons	Chemulpo
<i>Settsu</i>	20,000 p's	Kobe
<i>Miyu</i>	30,000 p's	Yokohama
<i>Nokuyo</i>	18,000 p's	Taketo
<i>Tencho</i>	30,000 p's	Yokohama
<i>Kaga</i>	30,000 p's	Yokohama
<i>Kakuno No. 20</i>	30,000 p's	Taketo
<i>Kwanglee</i>	20,000 p's	Yokkaichi
<i>Footee</i>	30,000 p's	Moji and Nagasaki
<i>Hanchin</i>	35,000 Cakes	Yokkaichi
<i>Chu-yu</i>	15,000 p's	Sakai

Marked activity is now observed in the export of bean cake to Japan, whilst the export trade of Dairen with South China ports, which went on briskly for some time past, is now rather on the wane.

FAR EASTERN OLYMPIC GAMES AT MANILA.

Reporting the Olympic Games at the Manila Carnival the *Cablenews* says:—
Surprise after surprise was sprung in the afternoon that the first winner was assured. As it was two Chinese took first and second honours, with a Filipino taking third place.

The score sheet shows that Pan Wen Ping captured 598 points, while his countryman, Clarence Chow, won 555. Toralba of the Philippines took 488 points, while Yek Kwei Fu, also of China, ran him a close race with 487 points.

With the completion of the decathlon the final results of the Olympic meet are at hand, with the Philippines a winner by a large margin. China was the nearest competitor to the local athletes, they being 89 points behind.

FINAL SCORE SHEET.

Events	China	Jap.	Phil.
Baseball	3	3	
Basketball	3	3	
Bicycling	6	6	
Soccer	3	3	
Swimming	2	41	10
Tennis			
Track and field			
Modified marathon	40	11	65
Pentathlon			
Deathon			
Volleyball			
Totals	42	14	131

THE CONVICTS' VESPER.

To the annual report of the Howard Association just published, Mr. Thomas Holmes contributes an article on Sunday in a London prison, and refers to the vesper hymn sung in the prison chapel, "I was conducting an afternoon service," he says, "and before me were 1,000 men, locked, bolted, and barred in prison, with strong warders to keep guard over them. There they were on their knees singing a vesper:

Lord, keep us safe this night,
Secure from all our fears;
May Angels guard us while we sleep,
Till morning light appears.
"I once remonstrated with the authorities at one of our prisons, and offered to provide them with more suitable words, but they failed to see my point. I am afraid that a sense of the humorous is not one of the many virtues prison officials possess. Outside prison I have laughed over this matter, with expostions, especially if they have served a sentence in Portland or Dartmoor, where the warders are armed with loaded rifles. It requires a big effort of the imagination to transform one thus armed into a 'guardian angel.'"

FISH! FISH!

WE have Just Received
DIRECT FROM ENGLAND,
A New Shipment of Specially Selected
Smoked
FILLETS,
KIPPERS,
HADDOKS.
THE
DAIRY FARM CO., LTD.

BUDGET OF GOOD THINGS
JUST ARRIVED
for Children and Grown-Ups.
Selling Off at Bed-rock Prices.

Call Early before the Season is over.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central.

Hongkong, 24th December, 1912. 145

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "ATHOLL"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 10th February, 1913. 295

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO & STRAITS.

THE Steamship

"DEN OF CROMBIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 17th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst., or they will not be recognised. All damaged packages will be examined on the 17th inst., at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS Agent.

Hongkong, 10th February, 1913. 49

THE HOME of the VICTOR. THE NEW VICTOR VICTROLA.

THE MOST PERFECT
MUSICAL INSTRUMENT
THE WORLD HAS EVER
KNOWN.
CALL IN AND WE WILL
DEMONSTRATE IT TO
YOU.

NEW VICTOR RECORDS.
EXCLUSIVE DISTRIBUTERS.
S. MOUTRIE & Co., Ltd.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR,"

Arrived Hongkong on 9th February, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 10th February, 1913. 1

EAST ASIATIC COMPANY, LIMITED COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2-30 p.m.

All Claims must reach us before the 21st inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.
Hongkong, 7th February, 1913. 282

S.S. "PAUL LECAT"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London ex s.s. "Bellevue," "Normand" and "Bouquet" and from Bordeaux ex s.s. "Vile d'Aras" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 17th inst. at NOON will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst., or they will not be recognised. All damaged packages will be examined on the 17th inst., at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS Agent.

Hongkong, 10th February, 1913. 2

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Albion, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, Hongkong.

Atlas, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. Lamb, Hongkong.

Bramble, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. B. E. Pritchard, Kiangning.

Britomart, gunboat, 710 tons, 900 i.h.p., Lieut. Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Comdr. Hugh P. R. T. Williams, Shanghai.

Chern, water-tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. Mackenzie D.S.O., Canton.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. W. Wilkin, Hongkong.

Flora, 4,360 tons, 9,000 F.D., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., Hongkong.

Hampshire, 10,850 tons, 21,000 F.D., 14 guns, Captain Cuthbert E. Hunter, arrives this month, about 7th.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 i.h.p., Lieut. Comdr. Brinkenden, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 i.h.p., Lieut. Comdr. Bodham Whitham, Hongkong.

Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, C.S.I., Wei hai-wei.

Kineba, river gunboat, 616 tons, i.h.p. 1,200, Lt. Comdr. H. Marryat, Hankow.

Morla, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Fazio, Hongkong.

Viscount, armoured cruiser (flagship), Vice-Admiral Sir A. L. Wintles, R.O.B. (V.O. C.M.G.), 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Hongkong.

Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. Allen Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbines 22,000 F.D., Captain George P. E. Hunt, S.S.O., Saigon.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Malcolm Murray R.N., Yangtze.

Otter, torpedo-boat destroyer, 355 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Chambers, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. E. J. G. Maclean, Hongkong.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. J. Heestwood-Nash, West River.

Rosario, depot ship for submarines, 950 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. I. A. S. H. Hutton, Hongkong.

Saipa, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, i.h.p. 6,000, Gunner W. H. Ryder, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut. Comdr. Hon. Guy Stopford, Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. R. N. Cottrell-Dormer, Hankow.

Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Maxwell, Hongkong.

Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut. Comdr. Harold D. Adair, Hall, Hongkong.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Hongkong.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut. Comdr. R. Neville, Hongkong.

Wildcat, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. J. C. F. Borrett, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. M. B. L. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Robin W. Ly

DYSPEPSIA.

While one of the commonest of the so-called minor complaints, dyspepsia is responsible for an inordinate amount of suffering. Indeed, it affects some people so terribly that they actually produce this disorder, which may last so long and become so severe that the unfortunate sufferer becomes exceedingly thin, weak, anemic, and the victim of many nervous conditions.

It is obvious that a food which is so digestible that it causes no pain or discomfort is the first necessity towards a cure.

Such a food is Sanatogen, for the reason, as that famous physician, Dr. Gumpert, has stated in one of the leading medical journals of the world, that "Sanatogen is absorbed without leaving any residue."

As, moreover, it is absorbed directly from the stomach, it gives it and all the other digestive organs that much needed rest which enables them to recover their power. It also helps to restore the digestion through its other actions in building up the nervous system, in increasing the number of the red blood corpuscles, and in improving the general nutrition of the body.

Its value in dyspeptic disorders may be judged from the following striking statement of a Medical Captain in one of the Indian regiments. He writes: "I have recommended Sanatogen on different occasions in cases of acute dyspepsia, and in cases of general anæmia and loss of tone. I have, myself, suffered from acid dyspepsia for the last two years. I have found Sanatogen of the greatest service, and consider it the most valuable and easily assimilable and nutritive food ever used in such cases."

Sanatogen can be obtained of all Chemists. [111-505]

SHIPPING IN PORT.

STEAMERS.

ARRATON APCAR, British str., Thomas, 10th February—Mojito 5th February, Coal—David Sassoon & Co.

BOURBON, French str., Le Varillant, 9th February—Saigon 5th February, Rice—Order.

CHOWAI, German str., 1,115, W. Reher, 12th February—Bangkok 3rd February, Rice—Butterfield & Swire.

DAIWA MARU, Jap. str., 1,745, K. Koyasashi, 7th February—Wakamatsu 2d February, Coal—M. B. Y. K.

DALIN MARU, Japanese str., 850, D. Fuchigami, 12th February—Famou 5th February, General—Osaka Shosen Kaisha.

DERWENT, British str., 1,362, Jenkins, 6th February—Segal via P. Laut 23rd January, Sugar—China.

DRUPAR, Norwegian str., 1,192, F. Bing, 7th February—Bangkok and Swatow 23rd January, General and Coal—Chinese.

HALVARD, Norwegian str., 1,066, C. Anderson, 11th February—Bangkok 1st February, Rice—China-Siam S.N. Co.

HONG BEI, British str., 2,050, Kinghorn, 9th February—Singapore 1st February, General—Chinese.

HORSANG, British str., 1,302, Jas. M. Hay, 5th February—Bangkok 25th January, Rice and Wood—Jardine, Matheson & Co.

HSIN KONG, Chinese str., 1,262, J. Hallett, 8th February—Shanghai 4th February, General—Chinese.

KACHIDATE MARU, Japanese str., Nakamura, 8th February—Mojito 1st February, Coal—Mitsui Bussan Kaisha.

KIAN PING, Chinese str., 1,222, Udden, 10th February—Chinkiang 2nd February, General—Chinese.

KUNIMARU MARU, Japanese str., 2,763, Kuwara, 12th February—Mitsui Bussan Kaisha.

LARIES, British str., 1,340, W. Wawn, 8th February—Saigon 4th February, Rice and General—Chinese.

LAISANG, British str., 2,225, E. J. Tadd, 8th Feb.—Mojito 3rd Feb., Coal and General—Jardine, Matheson & Co.

LYERMOON, German str., 1,230, O. Sarby, 8th February—Saigon 4th February, Rice—Hamburg-Amerika Linie.

PAOTING, British str., 1,183, W. J. Barkus, 12th February—Shanghai 8th February, General—Butterfield & Swire.

PIU YEN, French str., 1,246, A. Lheureux, 8th February—Saigon 4th February, Rice—Bradley & Co.

POKONG, German str., 995, W. Botschur, 9th February—Bangkok 30th January, Rice—Butterfield & Swire.

QUARA, German str., 1,146, H. Madslin, 9th February—Saigon 4th February, Rice—Chinese.

RUBI, American str., 1,200, J. Miller, 12th February—Manila 9th February, General—Shevan, Tomes & Co.

SIBERIA, American str., 6,655, A. Zeder, 10th February—San Francisco 9th January, Mails and General—Pacific Mail S.S. Co.

TAISANG, British str., 1,435, S. O. Mitford, 6th February—Swatow 5th February, Nil—Jardine, Matheson & Co.

TELEPHONICA, British str., 1,340, Fraser, 10th February—Saigon 5th February, Rice and General—Chinese.

TJIBODAS, Dutch str., 3,328, Kroes, 11th February—Labuan 3rd February, General—Java-China-Japan Lin.

THONOWA, British str., 3,492, O. M. Robbins, 11th February—Calcutta 25th January, General—David Sassoon & Co.

TOO SUI, Chinese str., 987, Markussen, 8th February—Saigon 4th February, Rice—Chinese.

TUXGUS, Norwegian str., 1,039, E. L. Halvorsen, 11th February—Saigon 5th February, Rice—Siemssen & Co.

VARG, Norwegian str., 874, A. Rasmussen, 10th February—Bangkok 1st February, Rice—Bradley & Co.

YUENSANG, British str., 1,365, P. H. Rolfe, 11th February—Manila 8th February, General—Jardine, Matheson & Co.

YUN AS, British str., 1,055, W. F. Kelly, 8th February—Daly and Chedoke 2nd Feb. General—Butterfield & Swire.

COMPANY REPORT.

THE CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

The report of this Company says:—Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1912.

The gross earnings for the past year amount to \$147,082.52, and after deducting interest paid and all expenses, remuneration to General Managers, consulting committee's and auditors' fees, and including the balance of \$1,394.55 brought forward from last year's account, there remains a sum of \$95,274.55, which it is recommended be appropriated as follows, viz.:

To place to Reserve Fund \$ 5,000.00
To pay a dividend of 70 cents per share 87,500.00
To carry forward to the credit of next year's account 2,774.55
Consulting Committee.—Mr. G. H. Medhurst having resigned on leaving the Colony, Mr. S. H. Dodwell was invited to take his place.

In accordance with the Articles of Association, Messrs. H. P. White, U. P. On and S. H. Dodwell retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O. D. Gordin and W. H. Potts, who are recommended for re-election.

SHEWAN, TOMES & CO., General Managers.
Hongkong, 11th February, 1913.

PROFIT AND LOSS ACCOUNT.
Consulting Committee's fees \$ 3,000.00
Auditors' fees 300.00
Charges 7,679.52
Depreciation on Godown furniture for year 1912 100.00
Balance 95,274.55

BALANCE SHEET.
Capital Authorized: 200,000 shares at \$10 \$2,000,000.00
Issued: 125,000 shares at \$10, each \$1,250,000.00
Reserve Fund 49,000.50
Sundry Creditors 49,936.28
Balance of Profit and Loss Account 95,274.55

Balance carried forward from last year \$ 1,394.55
Interest received, storages, rents, & \$143,082.52
Less Interest paid, commissions, &c. 42,123.00
Income from Investments 4,000.00

Balance \$106,354.07

Balance carried forward from last year \$ 1,394.55
Interest received, storages, rents, & \$143,082.52
Less Interest paid, commissions, &c. 42,123.00
Income from Investments 4,000.00

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Income from Investments 4,000.00

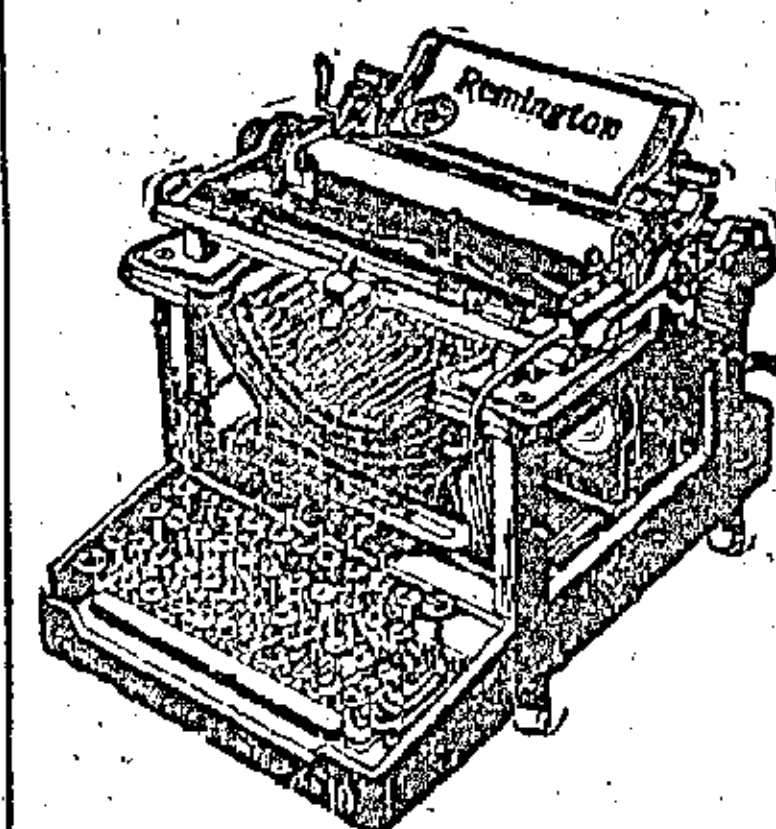
Balance \$106,354.07

SMOKE
"CAPSTAN"
TOBACCO
AND
CIGARETTES

ALSO
"CAPSTAN"
Mixture

W.D. & H.O. WILLS
Bristol and London.

"A MACHINE A MINUTE."
The week just closed, as this issue goes to press, has been epoch-making in the annals of the Writing Machine. A great milestone has been reached and passed in the history of the



Remington Typewriter

During the week we have booked orders for more than a Machine a minute for every working hour.

Not many years ago Remington sales were Sixty Machines per month; now they are over Sixty Machines per hour—MORE THAN A MACHINE A MINUTE. Such is Typewriter Development; such is Remington Progress.

REMINGTON TYPEWRITER CO.

(INCORPORATED).

SIEMSEN & CO. (MACHINERY DEPT.),

HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

N.B.—Please write and return of post will bring you free of charge an illustrated booklet, "Typewriter Method Typewriter Instructor," invaluable to all using a Typewriter Machine. (43-3)

speed is attainable than is possible in a vehicle drawn by a man.

The directors are of opinion that it will be very popular with the general public on account of its greatly increased comfort and increased speed over the ordinary jinrikisha and that the drivers will naturally prefer a vehicle which is capable of carrying three or four times what they could possibly make with the present form of conveyance at the same hiring cost.

Further, from a humanitarian point of view, it is sure to find favour with all classes of the community.

It is proposed in the first instance to place an order for 100 vehicles at a cost of \$15,000 and to spend the balance of \$21,100 on spare parts, repair shop and garage, uniforms for drivers, and promoters and formation expenses. Patents have, we understand, been granted in the F.M.S. and Johore.

On the basis of 100 machines it is estimated that the yearly receipts will be \$31,865 and the expenditure at \$19,680.

The company frankly places itself on an experimental basis. It takes authority to issue capital which it is estimated would be sufficient to place 2,000 pedal-jinrikishas on the streets, but the intention is to begin in a small way and extend in response to proofs of public favour.

The specimen machine, which Mr. Pilkington has recently used a good deal in Singapore, is rather primitive, but it runs well and serves to show the absolute practicability of the idea. Certainly a trained driver getting the advantage of a breathing time on every down slope where he could freewheel, could cover long distances with far less strain than while running on foot. The machine may offer a solution of the transit problem, which for humanitarian reasons has caused a good deal of anxiety lately.—*Straits Times*.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

THERAPION No. 4

THERAPION No. 5

THERAPION No. 6

THERAPION No. 7

THERAPION No. 8

THERAPION No. 9

THERAPION No. 10

THERAPION No. 11

THERAPION No. 12

THERAPION No. 13

THERAPION No. 14

THERAPION No. 15

THERAPION No. 16

THERAPION No. 17

THERAPION No. 18

THERAPION No. 19

THERAPION No. 20

THERAPION No. 21

THERAPION No. 22

THERAPION No. 23

THERAPION No. 24

THERAPION No. 25

THERAPION No. 26

THERAPION No. 27

THERAPION No. 28

THERAPION No. 29

THERAPION No. 30

THE ENGLISH MAIL.

The P. & O. str. *Devanha* left Singapore for this port on the 9th February, at 9 a.m., with the outward English mails, and is due here on the 14th February, at about 6 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 22nd of January, left Colombo on the 9th February, p.m., and may be expected here on or about 20th February.

MERCHANT STEAMERS.

The N.Y.K. str. *Sanuki Maru* (Bombay Line) left Kobe for this port on the 7th February, and is expected here on the 14th February.

The H.A.L. str. *O. J. G. Ahlers* left Singapore on the 8th February, p.m., and may be expected here on or about the 14th February.

The O.S.K. str. *Chicago Maru*, from Tacoma, arrived at Manila on the 9th February, and will leave again for this port on the 12th February, a.m., and is due here on the 14th February, p.m.

The Ben Line str. *Benlomond*, from Leith, etc., left Singapore on the 8th February, for this port.

The N.Y.K. str. *Shidzuka Maru* (American Line) left Kobe for this port on the 7th February, and is expected here on the 16th February.

The H.A.L. str. *Silesia* left Singapore on the 10th February, p.m., and may be expected here on or about the 16th February, a.m.

The str. *Torilla*, from Calcutta, left Singapore on the 10th February, p.m., and may be expected here on or about the 16th February, a.m.

The str. *Glenfarg* passed the Suez Canal on the 24th January, for Hongkong via Straits.

The Swedish East Asiatic Co.'s str. *Nippon* left Suez on the 11th February, and is expected to arrive here on or about the 10th March.

The T.K.K. str. *Buys Maru* leaves Honolulu for Yokohama on the 4th February, and is due in Hongkong on the 20th March.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chansang, from Sandakan, is due in Hongkong 17th February.

Kutsang, from Calcutta, is due in Hongkong 21st February.

Choyang, from Shanghai, is due in Hongkong 15th February.

Sutung, from Calcutta, is due in Hongkong 9th February.

SHIRE LINE, LIMITED.

Den of Glamis, from London, is due in Hongkong 10th March.

GRAND HOTEL.

Mr. & Mrs. Allen
Mr. & Mrs. Agnew
Mr. & Mrs. B. B. B. B. B.
Mr. & Mrs. C. C. C. C. C.
Mr. & Mrs. D. D. D. D. D.
Mr. & Mrs. E. E. E. E. E.
Mr. & Mrs. F. F. F. F. F.
Mr. & Mrs. G. G. G. G. G.
Mr. & Mrs. H. H. H. H. H.
Mr. & Mrs. I. I. I. I. I.
Mr. & Mrs. J. J. J. J. J.
Mr. & Mrs. K. K. K. K. K.
Mr. & Mrs. L. L. L. L. L.
Mr. & Mrs. M. M. M. M. M.
Mr. & Mrs. N. N. N. N. N.
Mr. & Mrs. O. O. O. O. O.
Mr. & Mrs. P. P. P. P. P.
Mr. & Mrs. Q. Q. Q. Q. Q.
Mr. & Mrs. R. R. R. R. R.
Mr. & Mrs. S. S. S. S. S.
Mr. & Mrs. T. T. T. T. T.
Mr. & Mrs. U. U. U. U. U.
Mr. & Mrs. V. V. V. V. V.
Mr. & Mrs. W. W. W. W. W.
Mr. & Mrs. X. X. X. X. X.
Mr. & Mrs. Y. Y. Y. Y. Y.
Mr. & Mrs. Z. Z. Z. Z. Z.

Mr. & Mrs. A. A. A. A. A.
Mr. & Mrs. B. B. B. B. B.
Mr. & Mrs. C. C. C. C. C.
Mr. & Mrs. D. D. D. D. D.
Mr. & Mrs. E. E. E. E. E.
Mr. & Mrs. F. F. F. F. F.
Mr. & Mrs. G. G. G. G. G.
Mr. & Mrs. H. H. H. H. H.
Mr. & Mrs. I. I. I. I. I.
Mr. & Mrs. J. J. J. J. J.
Mr. & Mrs. K. K. K. K. K.
Mr. & Mrs. L. L. L. L. L.
Mr. & Mrs. M. M. M. M. M.
Mr. & Mrs. N. N. N. N. N.
Mr. & Mrs. O. O. O. O. O.
Mr. & Mrs. P. P. P. P. P.
Mr. & Mrs. Q. Q. Q. Q. Q.
Mr. & Mrs. R. R. R. R. R.
Mr. & Mrs. S. S. S. S. S.
Mr. & Mrs. T. T. T. T. T.
Mr. & Mrs. U. U. U. U. U.
Mr. & Mrs. V. V. V. V. V.
Mr. & Mrs. W. W. W. W. W.
Mr. & Mrs. X. X. X. X. X.
Mr. & Mrs. Y. Y. Y. Y. Y.
Mr. & Mrs. Z. Z. Z. Z. Z.

Mr. & Mrs. A. A. A. A. A.
Mr. & Mrs. B. B. B. B. B.
Mr. & Mrs. C. C. C. C. C.
Mr. & Mrs. D. D. D. D. D.
Mr. & Mrs. E. E. E. E. E.
Mr. & Mrs. F. F. F

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMEPORT.	From HONGKONG calling at SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA 18,000 tons, twin screws.		LULU (the Paradise of the
NILE ... 11,000 tons.	SPEED.	Pacific) through Service via
CHINA ... 10,200 tons.		NEW YORK to Europe.
PERIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY, 18th Feb.	at 4 P.M.
SIBERIA	18,000	...	TUESDAY, 25th Feb.	at 3 P.M.
CHINA	10,200	...	TUESDAY, 4th Mar.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY, 12th Mar.	at 3 P.M.
NILE	11,000	...	TUESDAY, 25th Mar.	at 1 P.M.
MONGOLIA	27,000	...	TUESDAY, 15th April, at 3 P.M.	
PERIA	9,000	...	TUESDAY, 22nd April, at 1 P.M.	
KOREA	18,000	...	TUESDAY, 6th May, at 1 P.M.	
SIBERIA	18,000	...		

* INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama, Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
25th Feb. ... CHINA	27th Feb.	21st Feb. ... MANCHURIA	23rd Feb.
18th Mar. ... NILE	20th Mar.	8th Mar. ... NILE	10th Mar.
15th Apr. ... PERIA	17th Apr.	16th Mar. ... MONGOLIA	18th Mar.
13th May ... CHINA	15th May.	5th Apr. ... PERIA	7th Apr.
3rd June ... NILE	5th June.	13th Apr. ... KOREA	15th Apr.

US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, Agent.
Panama-Pacific International Exposition—San Francisco—1915

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.,
SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMER	...	...	...	...	SAILING
					Early March.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRAYA CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.

S.S. "DUNERIC"	...	3,000 tons	...	End of February.
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And regularly thereafter.

For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

Proposed Sailings.

From HONGKONG:	From COLOMBO:
15th Feb.	"TYMERIC" 2nd Mar.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 14TH FEBRUARY, 1913.
8 a.m. "HONAM." 5 p.m. "HEUNGSHAN."
10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

SATURDAY, 15TH FEBRUARY, 1913.
8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "HONAM." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16TH FEBRUARY, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE ORINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAI" and "SANLU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8840 tons, will leave as above on 13th Mar. at 5 P.M.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8840 tons, will leave as above on 1st Mar. at D'light.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, VIA SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above on 14th Feb., at 5 P.M.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 3rd March.
TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 2nd March.
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents.

Hongkong, 14th February, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, "NIPPON" ... 7,300 ... About 7th Mar.
KOBE and MOJI ... "NIPPON" ... 7,300 ... About 7th Mar.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor.

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SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHIYO MARU ... 22,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.
The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourist's Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	—	First half of February.	JAPAN	First half of February.
TJIRODAS...	JAVA	First half of February.	SHANGHAI	First half of February.
TJIMAH...	—	First half of February.	JAVA	First half of February.
TJIMANOER	JAVA	First half of February.	JAPAN	First half of February.
TJIPANAS...	JAVA	Second half of February.	SHANGHAI	Second half of February.
TJIKINI...	JAVA	Second half of February.	JAPAN	Second half of February.
TJITAROEM	JAVA	First half of March.	JAPAN	First half of March.
TJILIWONG	JAVA	First half of March.	JAPAN	First half of March.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

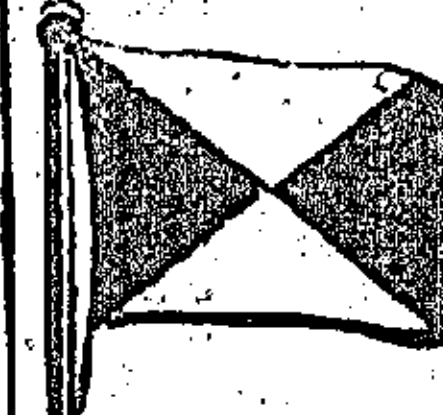
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 7th February, 1913.

Telephone No. 373.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	J. Miller...	Manila, Mangarin, Iloilo and Cebu	On 15th Feb. 4 P.M.
ZAFIRO ...	4000	McMurray ...	Manila, Mangarin, Iloilo and Cebu	On 25th Feb. 4 P.M.

For Freight or Passage, apply to
SEEWAN, TOMES & Co., General Managers
Hongkong, 6th February, 1913. PHILIPPINES S.S. Co. 110

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

* S.S. "THONGWA," 6,298 tons, Capt. Fyfe, will be despatched to SHANGHAI, KOBE and MOJI on 15th Feb. at Noon.
S.S. "TORILLA," 4,600 tons, Capt. Swansen, will be despatched to YOKOHAMA, KOBE and MOJI on 21st Feb.

WESTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. R. F. Thomson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 18th Feb. at 3 P.M.
S.S. "JELUNGA," 5,205 tons, Capt. D. Macfarlane, will be despatched as above on 21st Feb.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
The Steamer is fitted with Wireless Telegraphy.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
Hongkong, 13th February, 1913. AGENTS. 180

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"BREMEN," Capt. B. WILHELM, 20,800	...	{ Wednesday, 19th Feb. at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ E. FRIEDRICH," Capt. C. MUNDT, 16,000	...	{ About Thursday, 20th Feb.
MANILA, YAP, MARON, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND," Capt. D. LENZ, 6,000	...	{ Saturday, 22nd Feb.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. BREMER, 6,000	...	{ About Tuesday, 4th Mar.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMILL, 5,000	...	{ End of Feb.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.
For Further Particulars apply to
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 10th February, 1913.

PASSENGER SEASON 1913.

NORDDEUTSCHER LLOYD. BREMEN.

TO EUROPE BY THE

MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
"BREMEN" ... Capt. B. WILHELM	21,000	ON FEBRUARY 19TH.
"DERFFLINGER" ... Capt. F. PROSCHE	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH" ... Capt. E. MALCROW	16,000	ON MARCH 18TH.
"BUELOW" ... Capt. H. FORMEZ	17,250	ON APRIL 1ST.
"PRINZESS ALICE" ... Capt. L. FRANK	20,300	ON APRIL 16TH.
"LUETZOW" ... Capt. J. BOUTPELT	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.
For Further Particulars, apply to
MELOCHERS & Co., GENERAL AGENTS.

Hongkong, 17th December, 1912.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & CO.

Head Office for the Far East—16 DES VUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
Change Office—LUDGATE CIRCUS, LONDON, E.C.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 14th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA	Noon, 15th Feb.	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, MALTA & MARSEILLES	SARDINIA	About 19th Feb.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NANKIN	About 21st Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,

Hongkong, 12th February, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 14th Feb., 9 A.M.
SHANGHAI	"YUNNAN"	On 15th Feb., 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 18th Feb., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "BANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.
BUTTERFIELD & SWIRE, AGENTS.

For Freight or Passage apply to—

Hongkong, 14th February, 1913.

TELEPHONE 36.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	7th Mar.	On 1st Mar., 11 A.M.
ST. ALBANS	4th Apr.	On 29th Mar., 11 A.M.
EASTERN		On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from HONGKONG, MANILA and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. O. J. D. AHLERS	15th Feb.
S.S. SILESIA	16th Feb.
S.S. SCHWARZBURG	22nd Feb.
S.S. SPEZIA	8th Mar.
S.S. SCANDIA	10th Mar.
S.S. SITHONIA	23rd Mar.
S.S. LIBERIA	8th Apr.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHEW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	FRIDAY, 14th Feb., at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 18th Feb., at 10 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 21st Feb., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 16th Feb., at 10 A.M.
		WEDNESDAY, 19th Feb., at 10 A.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 14th February, 1913.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU" INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. V. Greene	TUESDAY, 11th Mar., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, at Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th March, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

COMPAGNIE MARITIME

INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

FORTNIGHTLY.

FAST LINE.

in 53 hours.

S.S. "SI-KIANG," Capt. R. de Catalanc.

(1st and 2nd CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 26th Feb., 1913, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking

cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leaves
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.
"TACOMA MARU"	T. Hamada	WEDNESDAY, 22nd Mar., at 2 P.M.
"PANAMA MARU"	T. Kano	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	SATURDAY, 19th April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 30th April, at 2 P.M.

* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA.

‡ Calling at MOJI, KOBE, YOKKAICHI, and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for

carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

SOUTH CHINA COAST AND

FORMOSA SERVICE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KALJO MARU"	Y. Yamamoto	WEDNESDAY, 13th Feb., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIJIN MARU"	T. Fuchigami	SUNDAY, 16th Feb., at 10 A.M.
"TAITOU MARU"	Y. Sonekawa	WEDNESDAY, 20th Feb., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	WEDNESDAY, 19th Feb., at 8 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 14th Feb., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

HOMeward-PASSENGER SEASON 1913.

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi)	(London)
			days earlier	1 day later
Steamer	Tons	Steamer	Tons	
HIMALAYA	7000	MOREA	11000	Mar. 15
DEVANHA	8000	MARMORA	10500	Mar. 29
DELTA	8000	MEDINA	12500	Apr. 12
INDIA	8000	Through Steamers		Apr. 26
ASSAYE	7500	MONGOLIA	10000	May 10
DEVANHA	8000	MACEDONIA	10500	May 24
CHINA	8000	MALWA	11000	June 7
DELTA	8000	MOOLTAN	10000	SUNDAY June 22
				SATURDAY June 28

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £49.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Tons	Leave	Due	Due
		HONGKONG	MARSEILLES	LONDON
SARDINIA	7000	February 19	March 23	April 2
SOMALI	7000	March 5	April 6	April 16
NAMUR	7000	March 19	April 20	April 30
NANKIN	7000	April 2	May 4	May 14
YANZA	7000	April 16	May 18	May 28
NORE	7000	April 30	June 3	June 13
NILE	7000	May 14	June 17	June 27

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £33.10 " £57.4 " "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	ATSUTA MARU	16,000	WEDNESDAY, 26th Feb., at Night.
	HITACHI MARU	15,000	WEDNESDAY, 12th Mar., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	SHIDZUOKA MARU	12,500	TUESDAY, 25th Feb., at Noon.
	TAMBA MARU	12,500	TUESDAY, 11th Mar., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	9,300	WEDNESDAY, 12th Mar., at Noon.
	YAWATA MARU	7,000	WEDNESDAY, 9th Apr., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	JINSEN MARU	6,000	SATURDAY, 22nd Feb.
BOMBAY via SINGAPORE, and COLOMBO	SANUKI MARU	12,500	MONDAY, 17th Feb.
KOBE and YOKOHAMA	IYO MARU	12,500	THURSDAY, 14th Mar., at 11 a.m.
SHANGHAI, KOBE and YOKOHAMA	COLOMBO MARU	5,000	MONDAY, 17th Feb.
NAGASAKI, KOBE & YOKOHAMA	KAMAKURA MARU	12,500	WEDNESDAY, 26th Feb.

* Fitted with New System of Wireless Telegraphy.

† Cargo only

1913 PASSENGER SEASON 1913

FOR EUROPE.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG
ATSUTA MARU	16,000	26th February
HITACHI	15,000	12th March
MITASAKI	16,000	26th March
KITANO	12,500	9th April
IYO	16,000	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May

FOR AMERICA.

STEAMER	TONS DISPLACEMENT	LEAVING HONGKONG
SHIDZUOKA MARU	12,500	25th February
TAMBA	12,500	11th March
AWA	12,500	25th March
SADO	12,500	4th April
YOKOHAMA	12,500	22nd April
INABA	12,500	6th May
SHIDZUOKA	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to—

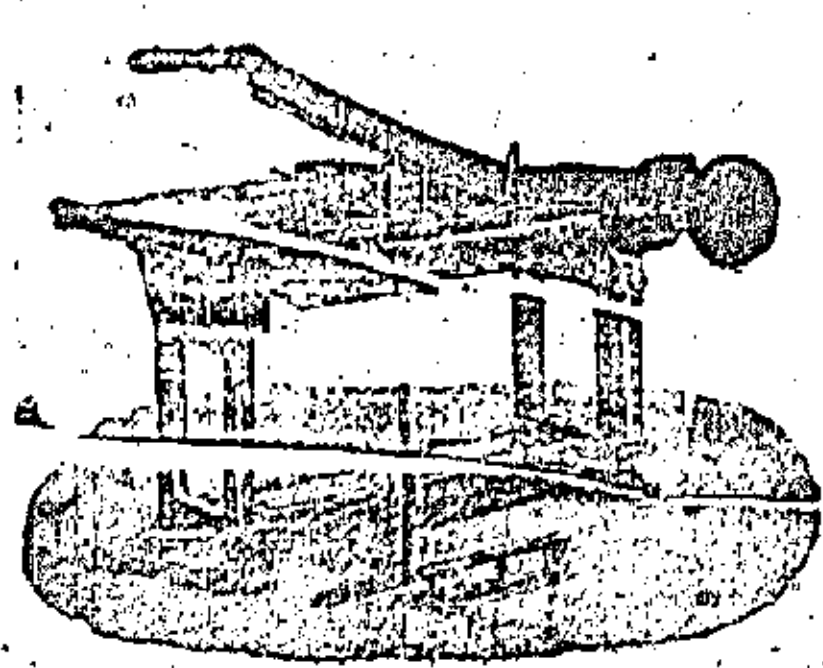
T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

111-12-13

HUGO C. A. FROMM.

AUGUST FOMM LEIPZIG - R



MANUFACTURERS OF
ALL KINDS OF
MACHINES
AND
PRESSES
FOR
PRINTING AND
BOOKBINDING.

Hongkong, 10th February, 1913.

[44-7]

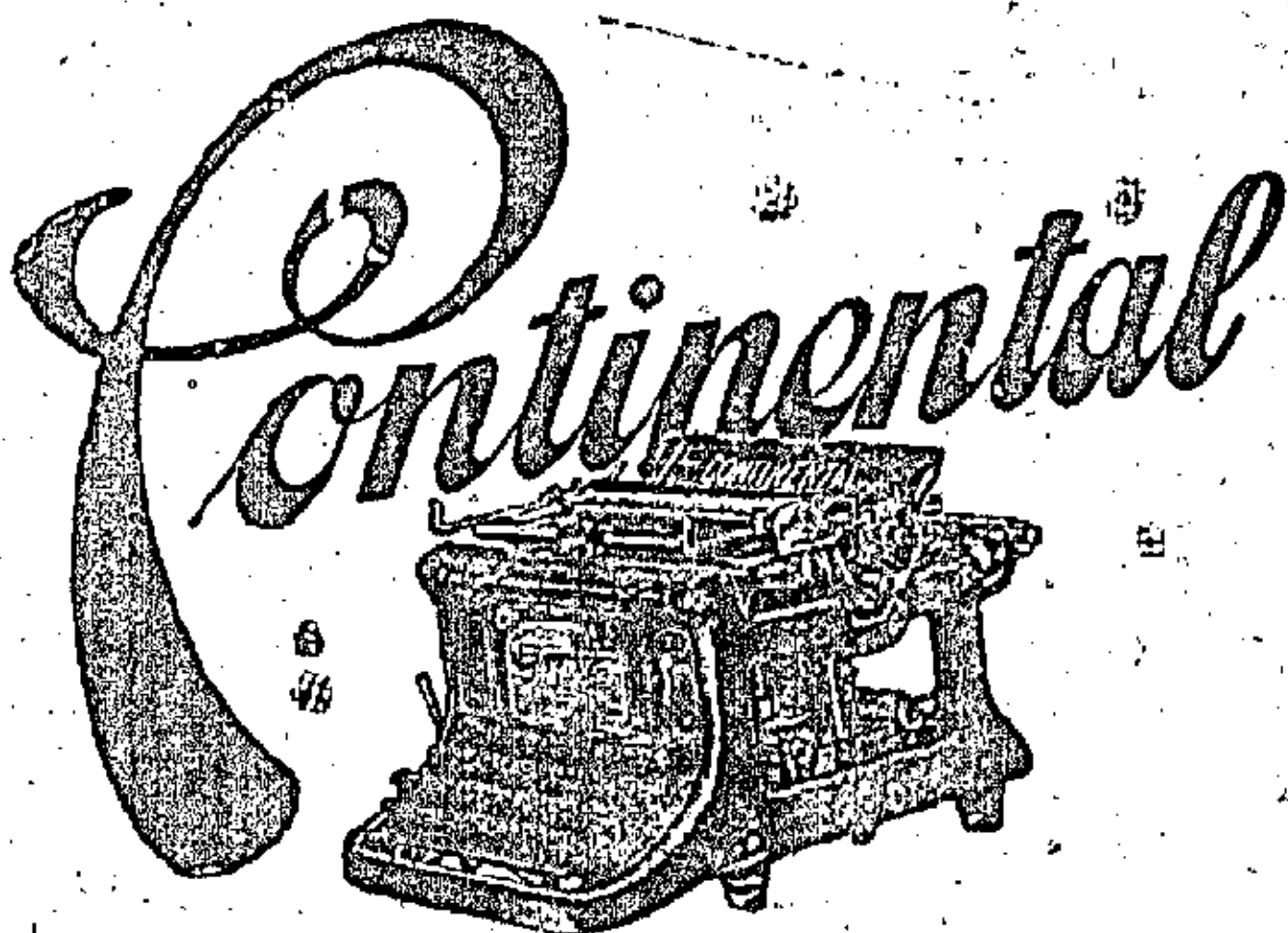
CH. WEISS, TROSSINGEN.

WEISS'S MOUTH ORGANS

ARE THE BEST!

Hongkong, 10th February, 1913.

[44-21]



\$220.

If you buy a
"CONTINENTAL"Your
PRESENT
TYPEWRITERwill be taken as part-
payment valued to its

Will be sent for inspection on application on condition.

20, DES VŒUX ROAD, 1st Floor.

Hongkong, 10th February, 1913.

[44-15]

POST OFFICE NOTICE

The *Devanha*, with the English Mail, left Singapore on Sunday, the 9th instant, at 9 a.m., and is expected to arrive here to-day. This packet brings the Parcel Mails closed in London for despatch by the air sea route on 8th January and for despatch overland on the 15th January.

The *Prins Sigismund*, with the American Mail (ex S.S. *Manchuria*), is expected to arrive here on Thursday, the 20th instant.

FOR	PER	DATE
Saigon	Laertes	Friday, 14th, 8.00 A.M.
Shanghai and North China	Chinthea	Friday, 14th, 8.00 A.M.
Swatow, Amoy and Foochow	Hatyang	Friday, 14th, 9.00 A.M.
Straits, Ceylon and India via Bombay	Vorwarta	Friday, 14th, 11.00 A.M.
Straits, and India via Calcutta	Laisang	Friday, 14th, 11.00 A.M.
Sum	Drufar	Friday, 14th, 11.00 A.M.
Macao	Sui Tai	Friday, 14th, 1.15 P.M.
Straits and India via Calcutta	Arratoon Apear	Friday, 14th, 2.00 P.M.
Japan via Kobe	Tyitajap	Friday, 14th, 3.00 P.M.
Ocean Island	Ku noi i Maru	Friday, 14th, 4.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Quiloo	Friday, 14th, 5.00 P.M.
Japan via Yokohama	Quarta	Saturday, 15th, 9.00 A.M.
Swatow	Thongwa	Saturday, 15th, 10.00 A.M.
Shanghai, North China, and Japan via Kobe		
SEARATS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via BRINDISI		
Late Letters 11.00 to NOON. Extra Postage 10 cents.		
Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-day, at 5 p.m.		
Philippine Islands	Taiyang	Saturday, 15th, 1.00 P.M.
Macao	Sui Tai	Saturday, 15th, 1.15 P.M.
Philippine Islands	Rubi	Saturday, 15th, 3.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Tjimahi	Saturday, 15th, 3.00 P.M.
Shanghai and North China (EUROPE VIA SIBERIA)	Yunnan	Saturday, 15th, 3.00 P.M.
Swatow, Ningpo, Shanghai and North China	Kwongkong	Saturday, 15th, 5.00 P.M.
Hollow and Siam	Pongtong	Saturday, 15th, 5.00 P.M.
Swatow	Batman	Sunday, 16th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Daijin Maru	Sunday, 16th, 9.00 A.M.
Macao	Sui Tai	Monday, 17th, 1.15 P.M.
Swatow, Amoy and Foochow	Hatching	Tuesday, 18th, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Taiyang	Tuesday, 18th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 18th, 1.15 P.M.

SHANGHAI, NORTH CHINA, JAPAN via
NAGASAKI, HONOLULU, CANADA,
UNITED STATES and SOUTH AMERICA
via SAN FRANCISCO
(EUROPE VIA SIBERIA)

Philippine Islands Taiyang | Saturday, 15th, 1.00 P.M. || Swatow | Sui Tai | Saturday, 15th, 1.15 P.M. |
| Straits, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEEN, EGYPT, and EUROPE via NAPLES | | |

Straits, and India via Bombay Ischia | Wednesday, 19th, 11.00 A.M. || Japan via Yokohama | Sui Tai | Wednesday, 19th, 1.15 P.M. |
| Swatow, Amoy and Foochow | Torilla | Thursday, 20th, 3.00 P.M. |
| Philippine Islands, Yap, Maroon, Frederick, Wilhelmshafen, Rabaul, Herbertshöhe, Matupi, Australia, Tasmania and New Zealand via Brisbane | Haitan | Friday, 21st, 9.00 A.M. |

SAIGON, STRAITS, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADEEN,
EGYPT, and EUROPE via MARSEILLES
(Late Letters 11 to NOON. Extra
postage 10 cents.)

(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)

SHARE LIST—QUOTATIONS.

HONGKONG, 13th FEBRUARY, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	LOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
BANKS.					
Hongkong & Shanghai Bank Corporation, Ltd.	120,000	\$125	all	\$830, sales	5 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$11, sales	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$3, buyers	
China Provident Loan and Deposit Co., Ltd.	200,000	\$10	all	\$9, buyers	7 p.c.
COMMERCE.					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 147	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9.85, buyers	6 p.c.
Dairy Farm Company, Limited	40,000	\$7	all	\$7, buyers	
DOCKS AND WHARVES.					
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$77.50, sal. & buy.	6 p.c.
H.K. & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$61.50, sal. & buy.	5 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$73	7 p.c.
Shai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 69	
Shai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$27, buyers	5 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers	5 p.c.
Manila Metropolitan Hotel Limited	15,000	Ps. 10	all	Ps. 120	
Hongkong Ice Company, Limited	5,000	\$25	all	\$30	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$20, sales	10 p.c.
H.K. & South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$7, sales	
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$270, buyers	7 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$151, buyers	6 p.c.
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100, sales	7 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$385, sales	
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 132, buyers	
Union Insurance Society, Limited	12,400	\$250	\$100	\$225, buyers	6 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$192, @ Ex 73	
LANDS AND BUILDINGS.					
H.K. Land Investment Agency Co., Ltd.	50,000	\$100	all	\$101, buyers	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
H.K. & Whampoa Estate and Finance Co., Ltd.	150,000	\$10	all	\$8 r. div. buy.	6 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$33, buyers	8 p.c.
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$54, buyers	7 p.c.
Manchongpui tot Mijun, Beach-on	25,000	Gds. 10	all	Tls. 75	
MINING.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$2, 6	
Tronoh Mines, Limited	150,000	\$1	all	\$6	
Heawood, Tin and Rubber Estate, Ltd.	\$22,000	\$2	all	\$4, buyers	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers	7 p.c.
Peak Tramways Co., Limited	25,000	\$10	\$1	\$11	
Philippine Co., Limited	75,000	\$10	\$1	\$5	
RAFFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$107	5 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$39, buyers	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$2	all	\$10	4 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$34	
H.K. & Canton & Macao S.B. Co., Ltd.	80,000	\$1	all	\$27.50, div. buy.	7 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000,000	\$1	all	\$88	\$27.50, div. buy.
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	\$13, sales	4 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$16	
South China Morning Post, Limited	50,000	\$2	all	\$22	
Steam Laundry Company, Limited	20,000	\$1	all	\$4, sellers	
STORES AND DISPENSARIES.					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Wm. Powell, Limited	15,000	\$7	all	\$91, buyers	4 p.c.
Watkins, Limited	10,000	\$10	all	\$3, buyers	
A. S. Watson & Co., Limited	90,000	\$10	all	\$64, buyers	
Weissmann, Limited	3,000	\$10	all	\$18, buyers	
Grande, Price & Co., Ltd.	50,000	\$10	all	\$6	
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$25, sellers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
United Asbestos Oriental Agency, Ltd.	9,900 only	\$10	\$4	\$29	
Union Waterboat Co., Limited	100 shares	\$10	all	\$3.01	8 p.c.
Hongkong Tramway Co., Ltd.	325,000	\$10	all	\$134	7 p.c.

Para Rubber in London

Chinese Imperial 1886

Loans

Amount

Value

Interest

Quotation

Chinese Imperial 1886

Tls. 767,200

Tls. 250

7 p. annum

Par.

VERNON & SYMTH, Share Brokers

WEATHER REPORT.

On the 13th at 10.50 a.m.—The anti-cyclone has further weakened. It is still central near Shanghai. Gradients are everywhere shallow.

A shallow depression lies over N. Japan. Pressure has decreased at all stations except Tokyo, where it has increased slightly.

Light or variable winds are indicated along the E. coast of China and moderate monsoon over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

Hongkong & Neighbourhood

Formosa Channel

South coast of China between (The same as Hongkong and Lamooka) No. 1.

South coast of China between (The same as Hongkong and Haiman) No. 1.

E. winds, moderate; fair.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 13th.

Previous On Date On Date

Day at 2 p.m. 6 a.m. 2 p.m.

Barometer

Temperature

Humidity

Wind Direction

Force

Weather

Rain

Highest open air Temperature on 12th...60

Lowest open air Temperature on 12th...55

HONGKONG TIDE TABLE.

From 14th to 20th February, 1913.

HIGH WATER.

LOW WATER.

Days of Week

Days of Month

H.K. Mean Time

Height

H.K. Mean Time

Height

Fri. 14

Sat. 15

Sun. 16

Mon. 17

Tues. 18

Wed. 19

Thurs. 20

CHINA COAST METEOROLOGICAL REGISTER.

13th FEBRUARY, 1913, A.M.

Station.

Hour.

Barometer at Sea Level

Temperature

Humidity

Direction

Force

Weather.

Vioslock

Nemuro

Hakodate

Iokio

Koshi

Nagasaki

Kagoshima

Oshima

Naha

Ishijima

Bonin Is.

Chefoo

Weihaiwei

Hankow

Ichang

Kinkiang

Changsha

Shanghai

Canton

Sharp Peak

Amoy

Swatow

Taihoku

Taipei

Kashan

Pescadores

Canton

Hongkong

Gap Rock

Macao

Wahow

Hollow

Pakhoi

Phulien

Fouans

C. St. James

Aparri

Manila

Legaspi

Bacolod

Cebu

Labuan

T. F. CLAXTON, Director.

Hongkong Observatory, 13th February, 1913.

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached clouds, d drizzling rain, fog, g gloomy, h hail, i lightning, e overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, tenths and hundredths.

COMMERCIAL.

CLOSING QUOTATIONS.

February 13th.

CLOSING QUOTATIONS.		February 13/18
ON LONDON:—	Telegraphic Transfer	2- ¹ / ₂
	Bank Bills, on demand	2- ¹ / ₂
	Bank Bills, at 30 days' sight	2- ¹ / ₂
	Bank Bills, at 4 months' sight	2- ¹ / ₂
	Credits, at 4 months' sight	2- ¹ / ₂
	Documentary Bills 4 months' sight 2/1	2- ¹ / ₂
ON PARIS:—	Bank Bills, on demand	266 ¹ / ₂
	Credits, at 4 months' sight	261 ¹ / ₂
ON GERMANY:—	On demand	208
ON NEW YORK:—	Bank Bills, on demand	49 ¹ / ₂
	Credits, at 60 days' sight	50 ¹ / ₂
ON BOMBAY:—	Telegraphic Transfer	15 ¹ / ₂
	Bank, on demand	15 ¹ / ₂
ON CALCUTTA:—	Telegraphic Transfer	15 ¹ / ₂
	Bank, on demand	15 ¹ / ₂
ON SHANGHAI:—	Bank, at sight	7 ¹ / ₂
	Private, 30 days' sight	7 ¹ / ₂
ON YOKOHAMA:—	On demand	99 ¹ / ₂
ON MANILA:—	On demand—Pesos	99 ¹ / ₂
ON SINGAPORE:—	On demand	122
ON ATAVIA:—	On demand	122
ON AIPHONG:—	On demand	1 % p.
ON SAIGON:—	On demand	1 % p.
ON BANGKOK:—	On demand	76 ¹ / ₂
MEMBERS:—	Bank's Buying Rate	\$9.80
	GOLD 100 taels, per tael	\$51.60
	BANK BILLS, per cent	78 1/2